

August 10, 2004

Re: APPEAL against application #2003-0938 (expansion of existing Stratford School from 258 to a maximum of 440 students ranging from grades K-8)

Dear Members of the Sunnyvale City Council:

We, neighbors of Stratford School, would like to point out that we vehemently disagree with and strongly oppose the Planning Commission's decision to approve Stratford School's application for a use permit to allow for the almost-double increase in student enrollment.

We would like to point out several issues that we feel the City of Sunnyvale, in their Report to the Planning Commission, has inadequately addressed, researched and concluded:

- Initial Study Environmental Checklist, page 14 of 21 of Attachment 3. We strongly disagree with XIII (e): Would absolutely not result in inadequate emergency access. We personally experienced a major traffic gridlock which lasted for 45 minutes when Stratford implemented a fire drill in its first 9 months of operation. Traffic came to a standstill and were 2-deep on each lane extending from the intersection of McKinley/Pastoria to about 70 yards around those 2 streets. **We could not come out from and return to our own homes, and the Department of Public Safety could only tell us to be patient.** Should a real emergency have occurred at our own residences while an emergency was occurring at Stratford, we would have experienced dire consequences. We, as homeowners who have every equal right to access and facility in the face of an emergency at any time.
- Traffic Study, page 6 of 10 of Analysis. The first and second conclusions of the Traffic Impact Analysis (TIA) that the project "would not result in an adverse level of service impact at any of the key intersections studied" and "the increase in traffic will not reach a threshold that will be noticeable by surrounding residents" has NOT taken into consideration the number of anxious complaints residents have lodged with the Department of Public Safety. We have called Public Safety on numerous occasions to complain about various traffic infractions by the parents/visitors to the school, and many other safety issues with regards to speeding, pedestrian safety, and queuing onto public streets resulting in the blocking of our driveways. We do not have the detailed specifics of the TIA study but we have lived and experienced the horrendous traffic situation of Stratford's existence for the first 9 months of its school year, and we are speaking from our daily experiences and frustrations dealing with the current 258 student enrollment.
- Traffic Study, page 7 of 10 of Analysis. The previous use of the site as the Senior Center for 15 years may have served more seniors than the Stratford School's proposed increase in enrollment. However, the seniors came and went throughout the day from 8 am to 5 pm, and whatever daily activities they had were limited to infrequent small-group bingo games, classes and meetings. On a daily basis, their parking lot on McKinley was never full; thereby, not causing overspill parking onto McKinley and the surrounding streets. Since the seniors did not all arrive or leave at the same peak times, their traffic dynamics did not cause

any concern whatever for residents, and nobody ever had to call the Department of Public Safety for any traffic concerns in all the 15 years they were at that site.

Recommended Findings - Use Permit, page 1 of 1. #2. "Staff has determined that there would be no significant impacts to the surrounding properties including traffic impacts." We challenge the City to provide evidence that "historically, there have been traffic issues from the perspective of the surrounding residents in this area" (page 7 of 10 of Analysis) and the conclusion that Stratford's proposed increase in enrollment will not add to those traffic issues.

- Traffic Study, page 7 of 10 of Analysis. The original occupant of the site, Adair Elementary School, was a neighborhood public school whose enrollment mostly walked and biked to school. School buses and the minimal cars dropped off and picked up at the huge turnout on McKinley, now a public bus stop. One resident who was a student at Adair, and now a signatory in this appeal, said that Adair had hundreds of students, even more than Stratford's proposed increase in enrollment, yet there was no significant traffic congestion or problems - the McKinley parking lot was a staff lot, the Sunnyvale School District Office on Iowa was a field without its current Iowa driveway, and we did not have a high-density home development (Somerset) next to a school.

The study states that the school currently has a bike rack that can accommodate only 5 bikes and that it is not used by the students. This simple fact shows the obvious fallacy of comparing traffic patterns at the old Adair school with the current situation -- where nearly 100% of students commute by car.

Recommended Findings - Use Permit, page 1 of 1. #2. "Staff has determined that there would be no significant impacts to the surrounding properties including traffic impacts." We challenge the City to provide evidence that "historically, there have been traffic issues from the perspective of the surrounding residents in this area" (page 7 of 10 of Analysis) and the implication that Stratford's proposed increase in enrollment will not add to those traffic issues.

- Recommended Conditions of Approval - Use Permit, page 2 of 2 of Attachment 2. #12 (b). "In the event that school traffic is witnessed to be queuing onto City public streets adjacent to or at the entrances to the project parking lots in chronic fashion..." We, the residents, are informing the City Council that with Stratford's current 258 students, **we ARE already experiencing this expected queuing**; a resident has experienced the driveway being blocked on 3 separate occasions and had to call the Department of Public Safety. "The Director of Community Development and the Transportation and Traffic Manager may then approve more strident TDM measures, or require modification/reduction of allowable enrollment." We, the residents, urge the City Council to limit Stratford's enrollment to its current 258 or to reduce it -- we would like to state unequivocally, that we have **ALREADY** seen such queuing on a number of occasions even at the lower enrollment levels under which the school is currently operating.

- Parking/Circulation, page 6 of 10 of Analysis. The parking ratio showing that the proposed expansion will only require 53 parking spaces i.e. 32 for preschool and 21 for grades 8-K is extremely unrealistic. Currently, with the 54 parking spaces on site, we have experienced overspill parking onto McKinley and Pastoria. McKinley has been the most heavily impacted in terms of overspill parking because parents have been observed to consider Washington Park as an extension of the Stratford's limited playground. We have observed parking, with blatant disregard by the drivers, at the yellow curb designated as the bus stop on McKinley (side of Washington Park) to amble across the street to the school and then back with their children, often times without even bothering to hold their hands. We have personally experienced parking on the red curb on the edges of our driveways obstructing our cars from smoothly and safely reversing from and entering our driveways.

Initial Study Environmental Checklist, page 14 of 21 of Attachment 3. We strongly disagree with XIII (f). Would absolutely not result in "inadequate parking capacity." With the proposed expansion, it is highly unrealistic that the scarcity of parking will not be an issue.

- Architecture, page 5 of 10 of Analysis. We understand that this proposal requires no site or building modifications. Before the permit is received and actual 440 students enroll, of course, there will be no need for new classroom configurations and necessary remodeling of the existing structure. However, should this permit be approved and the maximum 440 students do enroll, how will Stratford and the City ensure that Stratford will not eventually be a 2-story building? We challenge Stratford to prove that the existing structure will accommodate students from the proposed middle school grades -- teenagers in small classrooms and without the benefit of an athletic field. It seems highly possible that Washington Park will essentially become the school's athletic field in the future, and teenagers will be frequently crossing McKinley adding to the already dangerous traffic situation.
- Initial Study Environmental Checklist, page 17 of Attachment 3. The proposal of "no more than 75 students per 15-minute period" on the McKinley lot and "no more than 80 students per 15 minute period" on the Pastoria lot **at any one time**, is going to be extremely difficult if not almost impossible to implement by Stratford -- people cannot be policed to adhere to such a strict schedule. We have experienced the terribly congested traffic situation on Hollenbeck at the Challenger School site, and they have a strict 15-minute drop-off and pick-up policy as well. We do NOT want this Stratford site to be another Challenger mistake that could have been avoided with the earlier foresight of the Planning Commission and City Council those years earlier.

We appeal to the City Council to take into consideration our major concerns of emergency access, traffic congestion, pedestrian safety, and parking and activity overspill into our neighborhood. We sincerely hope that the City Council will not approve Stratford School's application for the proposed increase in student enrollment. We urge the City Council to return our neighborhood to the neighbors; we want to open it, welcome Stratford, and share it with Stratford at a manageable size -- this current enrollment of 258 is what we feel, based on our daily frustrating experiences, is already too large for this size neighborhood. Please return our neighborhood to the neighbors!

We thank you in advance for your utmost consideration.

** Please note that the 23 signatures of neighbors collected for this appeal was done within the short and rushed time frame of 1 hour on the evening of August 9, 2004. It is, therefore, only a very small sampling of the strong opposition from Stratford's neighbors. We assure the City Council that when our appeal is heard, more of our neighbors would have had the chance to voice their opposition to Stratford's proposed expansion, and we will prove that by the number of signatures collected then. Thank you again for your consideration.

23. Wendy Tan, 854 W. McKinley

Sincerely,

(Resident signature, name and street address/Sunnyvale, CA 94086)

1. Lisa Zhou & Alex Mott 888 W. McKinley Ave
2. Richard Withers 898 W. McKinley Ave.
3. Jack Matsumoto 862 W. McKinley Ave. ~~Jack Matsumoto~~
4. ~~Jack Matsumoto~~ 882 W. McKinley Ave
5. ~~Jack Matsumoto~~ 894 W. McKinley Ave
6. ~~Jack Matsumoto~~ 886 W. McKinley Ave.
7. GIANG LAM 890 W. MCKINLEY AVENUE
8. ~~Jack Matsumoto~~ 346 SUNSET AVE
9. ~~Jack Matsumoto~~ 361 Sunset Ave.
10. ~~Jack Matsumoto~~ 370 Sunset Ave
11. ANTONIO GARCIA 375 SUNSET AVE.
12. Jerry Glennon 889 Markham Terrace
13. ~~Jack Matsumoto~~ 889 MARKHAM TERRACE
14. Jenny Ariet 893 Markham Terrace
15. George Ariet 938 Villa St.
16. Loking Keng 897 Markham Terrence
17. ~~Jack Matsumoto~~ 361 Pismo Terrace
18. Sheng Lin 361 Pescadero Terrace
19. Jini Li 362 Pescadero Terrace
20. Day Ci 857 MARKHAM TERRACE
21. 2 Beng 878 W. McKinley Ave
22. DHIRAJ RAJ 866 W MCKINLEY AVE.